

Dos Tankero
Ta Worde Kita
For Di Servicio

"Maracay" y "Cumarebo"
No Ta Necesario
Door di Lago Awor

E tankeronan "Maracay" y "Cumarebo" ta worde kitá for di servicio e siman aki, Departamento di Marina di Lago a anunciar dia 2 di April, y nan lo worde marrá den Haf di San Nicolas pa un periodo indefinido.

E paso aki a worde tumá despues di cambian den requerimiento di transporte di azeta crudo y condicionan di navegacion.

Esaki ta parti di e cambio gradualmente causá door di e linjanan di tubo for di Lago Maracaibo pa Amuay Bay en ta permiti un transporte mas cortico y eficiente cu tankeronan di capacidad mas grandi envez di e transporte mas leuw for di Lago Maracaibo cu bapornan mas chikito.

Un gran parti di e flota di tankeronan awor regularmente ta transporta azeta crudo for di e terminal di Amuay Bay envez di Lake Maracaibo, y e cantidad di bapornan den e servicio aki a causa dificultad serio di tráfico y tardanza na Amuay. Door di saka dos tankero for di servicio e situacion lo worde mejorá parcialmente.

Di e tripulantenan sin licencia, esnan cu servicio mas largo den nan clase particular di trahao lo worde transferí pa otro bapornan eu ta den servicio. Di e marineronan cu tin servicio cortico y eu ta di mas pa e necesidadnan di e flota, e no-nacionalnan lo worde duná abono pa lay-off mientras tur esfuerzo ta worde haci pa ofrecer nacionalnan empleo na tera.

E dos bapornan ta di mas hieuw di e flota; "Maracay" a worde trahá na Juni 1931 y a haci 2593 viaje mientras "Cumarebo" tahata trahá na Juni 1934 y a haci 1985 viaje.

2 Lake Fleet Tankers Taken From Service

The lake tankers "Maracay" and "Cumarebo" are being taken out of service this week, Lago's Marine Department announced April 2, and will be tied up in San Nicolas harbor for an indefinite period.

The action was taken following changes in crude-haulage requirements and shipping conditions.

It is part of the gradual change brought about by the pipelines from Lake Maracaibo to Amuay Bay which permit a more efficient short haul with greater-capacity tankers rather than the longer haul from the lake with the smaller ships.

A large part of the lake tanker fleet is now hauling crude regularly from the Amuay Bay terminal instead of from Lake Maracaibo, and the number of ships in this service has led to serious congestion and delays at Amuay. Taking two tankers from the service will partly correct the situation.

If the unlicensed crew members, those with longest service in their particular type of work will be transferred to other active ships. Of the shorter-service men then in excess of the fleet's requirements, the non-nationals will be given a lay-off allowance, while every effort will be made to offer nationals employment ashore.

Two of the oldest ships in the fleet, the "Maracay" was built in June, 1931 and completed 2593 voyages while the "Cumarebo" dates from June, 1934 and has made 1985 voyages.

Lago Lake Fleet First In Safety

With Golf Club In Hand...

"Taff" Stephens To Retire In Wales

W. V. Stephens, who came to the Caribbean almost 30 years ago to work for the forerunner of Lago, will return this month to his native West Wales.

On his last furlough, he "looked all over England and Wales" for a house and found one just three miles from the home he was born in. "Being a Welshman, I got it rather cheap so I took it," he confided.

The house is located in Pembrokeshire and is, according to Mr. Stephens, "a quarter-mile from the sea and between two golf courses." He's happy he'll be near his birthplace and the sea. He's even happier about the golf courses.

One of Aruba's most avid mashie mechanics the past 20 years, he confessed he intends to spend some time on the links as a player and a spectator.

"I'll play golf. Got to dig worms for my chickens somehow," he explained. "And I'll go to the big tournaments and see the Americans beat our golfers."

Reminded that Ben Hogan does not

(Continued on page 2)



W. V. STEPHENS is pictured against a backdrop of some of the ships he has shepherded through San Nicolas harbor for over a quarter-century. Mr. Stephens will retire this month.

W. V. STEPHENS ta sacá contra un fondo di algun di e bapornan en el a guia door di haaf di San Nicolas durante mas cu un cuarto siglo. Sr. Stephens ta retira e luna aki.

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April 10, 1954

Aruba Esso News

MEMBERS of the Standard Oil Co. (N.J.) Superintendent's Committee are shown at the opening session of the 50th conference April 5. This is the first time the committee — made up of men from eight countries — met at Aruba.

MEMBRONAN di Superintendent's Committee di Standard Oil Co. (N.J.) ta worde manástrá aki den e promer sesion dije 50 conferencia teni dia 5 di April. Esaki ta e di promer baha cu e comite — en ta consisti di hombenan di ocho pais — a renni na Aruba.

Representatives of the Standard 50th meeting, Oil Co. (N.J.) and its affiliates in eight countries converged on Aruba Island Oil Co., East Coast Division, last weekend for a three-day discussion of the oil refining industry.

Thirty-three men — members and guests of Jersey Standard's General Superintendent's Committee — came from Argentina, Canada, Colombia,

Cuba, England, Peru, United States and Venezuela for the committee's annual meeting.

After a greeting from J. J. Horan, Lago president, the conference

swung into its first session — a description of the progress of construction of the new refinery at Jersey Standard's affiliate around the world.

On tap during the remainder of the conference were addresses and group discussions of the technical operation and human relations aspects of the oil refining industry.

Four Lago executives in addition to

(Continued on page 2)

Company's Mishap
Frequency Rate Is
Lowest In History

Lago, competing as an entire company in the Petroleum Section of the National Safety Council's 1953 contest, finished the year with the lowest accident frequency rate in its history — 1.01 — but came in second in the contest.

Lago's Lake Fleet, however, walked off with first place in the Ocean and Coastwise Tankers division of the Marine Section with a frequency rate of 0.34.

Lago's Yard Department Stevedores, competing in the Bulk Cargo Stevedoring division of the Marine Section, ended in third place with a 2.12 frequency rate.

Lago's Shipyard, competing in the Shipbuilding and Repair division of the Marine Section, wound up in fifth place with a 3.15 frequency rate. The company as a whole and the Lake Fleet had lower frequency rates in 1953 than in 1952; the Stevedores and Shipyard had higher.

Lago's position in the Manufacturing Division at the end of 1953 was unchanged from 1952 when it finished second behind the Humble Oil and Refining Co., another Standard Oil Co. (N.J.) affiliate, with a 1.20 frequency rate.

The Lake Fleet took third place in the 1952 contest with a 2.47 frequency rate. Last year it cut its frequency rate by 1.13 points to top 11 other companies competing in the division whose average frequency was 4.29.

The Stevedores ended in third place in the 1952 contest when they posted a 2.09 frequency rate. Last year their 2.12 rate was still good for third place behind two companies who had perfect records. The average frequency rate of the 11 companies competing in the division was 6.74.

The Shipyard, whose 1953 frequency rate of 3.15 was up 2.26 points from 1952, took fifth place behind four companies whose rate was zero. The nine companies competing in the division had an average frequency last year of 7.01.

(Continued on page 2)

Two Women On Committee Naming LCAC Candidates

The Lago Commissary Advisory Committee has added another 'first' in the well-rounded program of complete representation and participation of this highly important group.

Already the first — and at present the only — staff and regular committee with a woman member, in the person of Mrs. A. M. de Vries of the Industrial Relations Department, the LCAC now has the first women ever to be named to an S & R nominating committee. Miss P. Hiemeke of Mechanical Administration and Mrs. V. Madujo of the Medical Department — Lago Hospital, both nationals, were named to the nominating committee of 18. Other members of the committee are:

Nationals: J. Croes, Catalytic and Light Ends; E. M. Roos, Cracking; C. A. Bockhout, Marine — Shipyard; M. Kock, Accounting; M. Croes, Executive Office; T. Solognani, Mechanical Administration; E. Hernandez, Mechanical — Machinist; M. Reyes and A. Beyde, Mechanical — Electrical, and R. E. Frank, TSD — Engineering.

Non-nationals: E. A. Gonzales and E. E. Camacho of Cracking; E. B. Quashie, Receiving and Shipping; C. A. Assang of TSD — Process Control; C. F. C. McIntosh of TSD — Laboratory No. 3, and M. Blaize of Marine Shipyard.

The annual election will be held May 12, 13 and 14.

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MEMBERS of the 4th Interfunctional Training Program photographed at the Cold Storage Warehouse were J. J. Waybright and R. O. Goodykoontz (second, third from left); C. M. Beamer, B. A. Warren, F. A. L. Holloway and W. A. Smith, Jr. (second, third, sixth, seventh, eighth, ninth from left) and F. E. Griffin, Lago general superintendent and also a member of the group. Conducting the tour were Frank Cicarelli (far left), C. F. Smith and T. F. Hagerty (fourth, fifth from left) and P. A. Hunt (second from right.)

4th Interfunctional Training Group Spends Three Days Here

Seven representatives of affiliates of the Standard Oil Co. (N.J.) visited Lago last month as members of the 4th Interfunctional Training Program. The three-day stop here was one of many in a 13-week itinerary that took them to 11 different affiliates in North and South America.

While here the men toured the plant, viewed the many facilities that Lago has at its disposal and listened to explanations of the company's operations. They left here March 24 for Creole where the seven were shown the South American affiliate's Eastern and Western Divisions.

Making up the group were W. E. Griffin, Lago's general superintendent; Clayton M. Beamer, sales manager, Alcohols and Chemicals Division of the Enjay Co., an affiliate of Esso Standard Oil Co.; Frederic A.

L. Holloway, general superintendent of Esso Standard's Baton Rouge, Louisiana, refinery; John A. Waybright, manager of Esso Standard's Everett, Massachusetts, refinery; Walter A. Smith, coordinator of Esso Standard's executive development; B. A. Warren, assistant general purchasing agent of Esso Standard Oil Co., and R. O. Goodykoontz, regional manager, Marketing Department of Esso Standard Oil Co.

The program is set up to give the participants an opportunity to observe oil field exploration and production, pipeline and marine operations, manufacturing and marketing and research and headquarters offices. It is an opportunity for them to view many phases of the petroleum industry with which they have not come in direct contact.

"Taff" Stephens

(Continued from page 1)

intend to defend the British open championship he took back to the United States last year, Mr. Stephens sadly shook his head and said, "I know, but some other Yank will come over and grab it."

America's golfing superiority, however, is the only point of gloom he sees in the future. In the midst of brothers, sisters and other relatives, he intends to settle down to a life of ease.

"It will be a far cry from when I first came out here," he predicted as he leaned back in his chair in the Harbor Operations office and watched a ship negotiate the West Entrance. "In those days we worked 15 hours a day, seven days a week, 365 days a year."

Signed Aboard "Invercorrie"

Mr. Stephens first went to sea in a British merchant vessel carrying supplies for the British Royal Navy during World War I. Following the war he served on various ships until he signed on the S.S. Invercorrie to haul crude oil from Lake Maracaibo to the S.S. Inveigarry, a transfer ship anchored off Oranjestad.

With the "Invercorrie," an ex-British Navy tanker, was the S.S. Inverampton, a one-time Southampton bunker ship and the S.S. Franchunion, a former bunkering ship in the harbor of Algiers.

"Going into the lake in those days,

we couldn't draw over 11 feet, three inches going over the outer bar," Mr. Stephens recalled. "There weren't any navigation aids. We used to steer by trees and things on the shore. Then we'd usually get stuck on the inner bar."

It was during his sea-going career that Englishmen in the various crews gave Mr. Stephens the nick-name of "Taff" by which he has been known ever since.

Englishmen have a poem about Welshmen which goes, in part:

Taffy was a Welshman
Taffy was a thief
Taffy came to my house
And stole a leg of beef.

"It wasn't what you think," Mr. Stephens laughed. "They called me 'Taff' because I was a Welshman."

Came Ashore In 1928

After serving four years as second and then first mate of the "Invercorrie," Mr. Stephens "came ashore" in 1928 to serve as assistant dockmaster for the growing shore station. Three years later he moved into the Marine Office as a ship operator and is today the company's Senior Ship Operator and the longest-service employee in the Marine Department.

During the tenure of 13 Marine Managers, Mr. Stephens has coordinated the movements of thousands of ocean tankers into and out of San Nicolas harbor.

He's also coordinated the movement of hundreds of children across

his lap during 18 years as Santa Claus at the Marine Club's annual Christmas party.

The first time he played St. Nick, he rode to the club from the Main Gate on a donkey. "The last time, it was in a Cadillac," he said. "That shows you how much the island has progressed."

He's also served 17 years on the company's annual Christmas Party Committee, for "more years than I like to remember" on the Aruba Golf Club nominating committee and for a number of years was a member of a crew headed by Capt. Robert Rodger which staged a fireworks show at Oranjestad on the Queen's Birthday.

Come April 23 and Mr. and Mrs. Stephens will board an airplane for Florida where, at the Jacksonville home of Capt. William Mello — former Esso Shipping Co. representative in Aruba — they'll be guests for a week. Then they'll travel to New York, board the S.S. Mauretania and sail for home.

"There's still a bit of Aruba over there, though," Mr. Stephens said. "While the 'Invercorrie' and the 'Inverampton' are gone, the 'Franchunion' is still bunkering ships in Southampton. I'll be glad to see her."

Hospital Clinic Hours To Change

Effective April 20 consultation hours of the General Clinic at the Lago Hospital for family members of Staff and Regular employees will be 9 a.m. to 11:15 a.m. Monday through Saturday.

General Clinic consultation hours on Sundays and holidays remain unchanged — 10 a.m. to 11:30 a.m.

W.T. Michael Promoted In TSD-Engineering

Warren T. Michael was promoted to assistant supervising engineer — project in TSD-Engineering April 1.

Mr. Michael was promoted from the position of engineer A, a post he held since March, 1953. He was originally employed in October, 1951, as a designer in TSD-Engineering.

Prior to his promotion, he acted as group head B, senior engineer — project and assistant supervising engineer.

W. T. Michael

Meeting Here

(Continued from page 1)

Mr. Horigan were scheduled to address the committee sessions. Capt. W. L. Thomas, assistant marine manager, was to speak on Crude Transportation and Marine Operations; J. M. Whiteley, acting general superintendent, was to speak on Producer-Refiner-Marine Coordination; H. Chippendale, superintendent of the Technical Service Department, was to speak on Cost Control and Cost Reduction and E. Byington, acting Industrial Relations Manager, was to speak on Employee Relations in Aruba.

The conference was slated to run through Wednesday noon when, following a tour of Aruba, the group was to leave by airplane for Venezuela and a two-day tour of the Creole Petroleum Corporation.

Friday evening the men were to return to Aruba and leave the next day for their homes.

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Schedule of Paydays

Semi-Monthly Payroll
April 1 - 15 Monday, April 26

Monthly Payroll
April 1 - 30 Monday, May 11

Kaestner Transferred To Buenos Aires

William L. Kaestner, who came to Lago as a training assistant and later transferred to the Marketing Division, has been sent to Esso Petrelera S.A., Argentina, as a marketing trainee on loan from the Standard Oil Company (N.J.).

Mr. Kaestner, who left on furlough March 30, will report to the South American affiliate July 1. A tentative outline of his training there includes a six-month training period in each of the cities of Rosario, Cordero and Bahia Blanca. His training will be W. L. Kaestner continued in Buenos Aires for an indefinite period.

Mr. Kaestner was first employed in September, 1947. Nine months later his position as training assistant was changed to that of supervisor of training coordination. In April, 1950, he transferred to the Marketing Division and with the transfer of Joseph Wubbold to Ilmiti two years ago took over the duties of Lago's marketing representative.

Mrs. Kaestner and their three children will accompany Mr. Kaestner to Buenos Aires.



Capt. W. Ryan Dies; Supervised Salvaging Of S. S. Pedernales

Capt. William J. Ryan, the man responsible for the salvaging of the S. S. Pedernales, died Jan. 4 in Baton Rouge, Louisiana, at the age of 72.

A man whose sea-career began in 1899, he distinguished himself with the Esso Shipping Co. as the man who could salvage ships when others deemed these feats impossible. Such a case was the S. S. Vistula stranded off Tampico Bar in 1932. Many gave the ship up as lost. Under Capt. Ryan's direction, the tanker was successfully floated and rejoined the fleet.

When the "Pedernales" rested on the bottom in shoal water at Palma Beach where she had been dragged by Lago forces after taking a German torpedo before dawn on February 16, 1942, it was Capt. Ryan who surveyed the wreck and decided it could be salvaged. He supervised the work of cutting out the midship section of the "Pedernales," raising the forward and after sections, strapping them together and putting the vessel to sea under her own power. The ship sailed to Baltimore where she was fitted with a new midship section and an unusual reconstruction job was carried to a successful conclusion.

The saving of the "Pedernales" was one of the highlights in the career of a man who started out as an able seaman in the U.S. Navy, later became a gun captain, and then in the merchant marine held such posts as master of the "Leviathan." With Esso Shipping, he was master of many tankers and served as port captain and agent at Baton Rouge.

Hora di Clinica di Hospital lo Cambia

Efectivo 20 di April oranan di con sulta na Clinica General di Lago Hospital pa miembran di familia di empleadon Regular y di Staff lo ta for di 9 a.m. te 11:15 a.m. di Dialuna te Diasahra.

Oranan di consulta di Clinica General ariha Diadomingo y dia-nan di fiesta ta keda mesos — di 10 a.m. te 11:30 a.m.

di dumadornan di les.

Na Lago el a bishita Lago Vocational School hunte cu oficialan di school y di governo y tombe a inspecta sistema di educacion na e isla.

Dr. H. W. Howes, consultante di educacion na Comision di Caribe, a bishita Lago luna pasá durante un viaje di inspeccion na facilidadnan di educacion den henter Caribe.

Dr. Howes kende ta asigna na e comision como un experto di Naciones Unidos den asuntonan educativo, cientifico y cultural, tin como funcion primordial evaluacion di oportunidadnan general di educacion y enseyanza.

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Dr. Howes ta e anterior director di educacion na Ceylon.



FIVE CREOLE training supervisors spent two days last month studying Lago's mechanical training. After a session with the Training Division, they visited the Main Shops where Machinist Oscar Peters (atop the lathe) and Marvin Massey (left), acting Mechanical Department training coordinator, showed them some of the department's techniques. They were (left to right) F. B. Burrell, Vincent Valle, H. C. Robert, R. T. Parrish and R. T. Murray.

CINCO SUPERVISOR di Creole a pasa dos dia luna pasa studiando entrenamiento dep Mechanical Department. Despues di un sesion dep Training Division, nan a bishita Main Shops unda Machinist Oscar Peters (ariha e lathe) y Marvin Massey (cobez), coordinador interino di entrenamiento dep e departamento, a munstra nan algn di e tecnicosnan di e departamento. Nan tahata (cobez pa drechij) F. B. Burrell, Vincent Valle, H. C. Robert, R. T. Parrish y R. T. Murray.

LA GO OIL & TRANSPORT COMPANY, LTD.
ARUBA, NETHERLANDS WEST INDIES

February 22, 1954

The year 1953 is behind us. We have had a good record (the past) ten years and are moving in the right direction guided by ever-increasing regard for safety practices.

The interest in safety and cooperation given the Company's safety programs have made it possible for Lago to maintain a low accident rate especially when compared to other industries. This is something all Lago workers can be proud of because every employee plays an important part in the success of safety programs. Safety is not a one-man job; it is a job all of us must undertake both at work and at home.

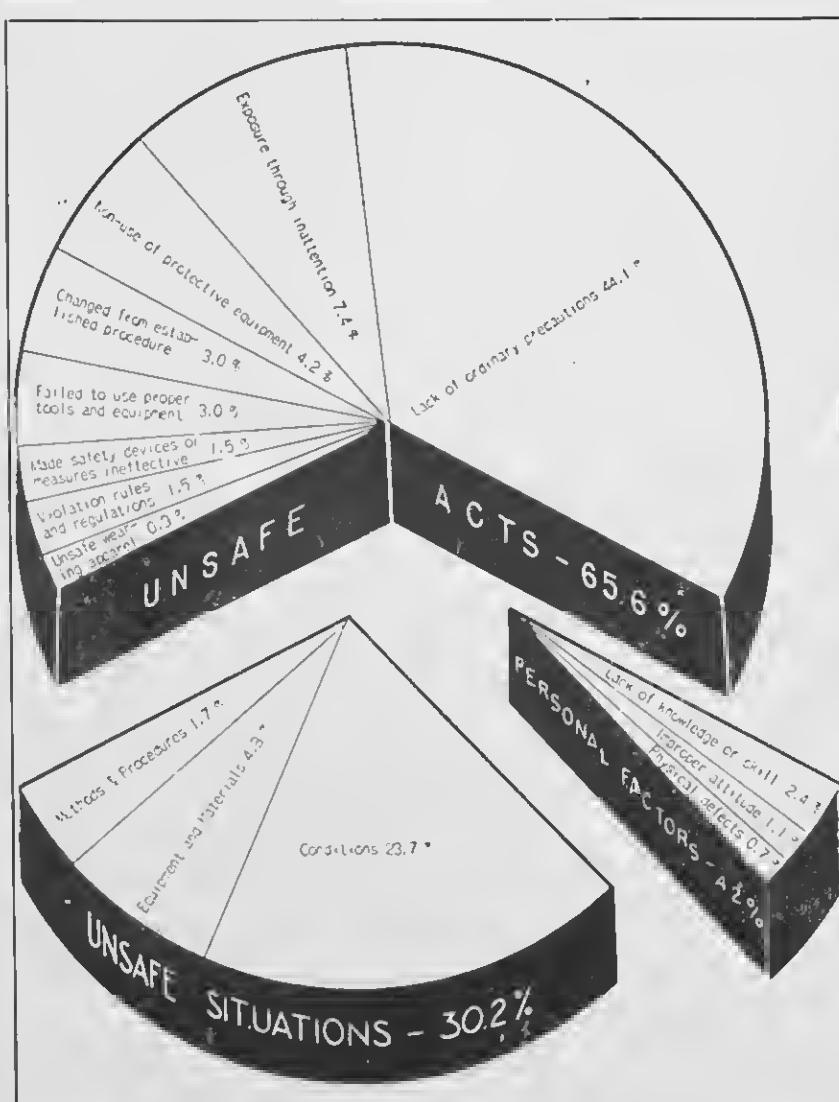
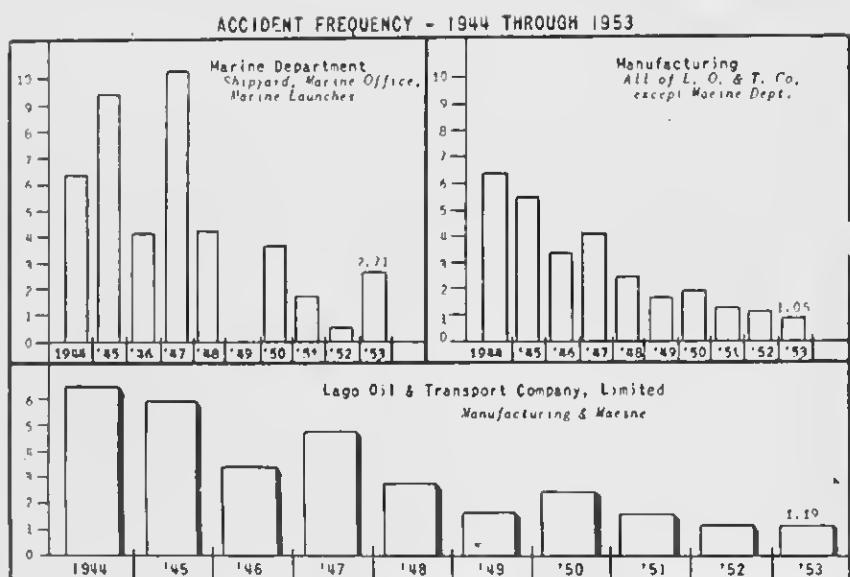
Regardless of how good our safety record is, we must never relax. To forestall an increase in disabling injuries, as experienced in the last two months, we must continually strive to be just a little better. Study the causes and types of accidents described in this report. Use this information as a guide to eliminate accidents and improve our record.

Your efforts to make Lago a safe place to work have not gone unnoticed. I extend my thanks to all employees who have helped make Lago's safety record a commendable one.

Very truly yours,

O. Mingus
O. Mingus

(This letter, by Lago General Manager O. Mingus, is included in the report. It urges greater effort to make the safety record better.)



in first place in the Manufacturing Division until December when four lost-time accidents occurred — had finished in second place.

Lago's Safety Division said it had been notified by cable by the council that the company — which had been

Lago's Annual Safety Report Shows Last Decade Accident Trend Is Down

The Safety Division of the Industrial Relations Department, in its annual report issued last month, said that Lago's general accident trend for the past 10 years "has been definitely downward."

During 1953, the division said, it investigated 1375 accidents in which 1355 workers suffered minor injuries; 20 workers suffered disabling injuries. Some 69.8 per cent of these mishaps was caused by the workers; the remaining 30.2 per cent was the result of the situation in which they worked.

In order to implement its continuing safety program, the company has appointed a 12-member Safety Program Study Group which will consider the 'worker' and the 'situation' factors within the accident record and recommend methods by which the record may be improved.

In a letter which prefaced the division's report, General Manager O. Mingus said, "We have had a good record the past 10 years and are moving in the right direction guided by ever-increasing regard for safety practices."

He added, however, that "we must never relax. To forestall an increase in disabling injuries... we must continually strive to be just a little better."

The division, too, added a note of caution. In a resume of the year's safety record, the division said, "Regardless of safety equipment, rule books and safety programs, accidents can be reduced only through the individual cooperation of supervisors, foremen and employees."

In commenting on the safety record of the past decade, the division said, "Throughout the last 10-year period, from 1944 to 1953, Lago's accident record has shown a steady improvement. We have experienced some good years and some bad ones, but the general accident trend has been definitely downward."

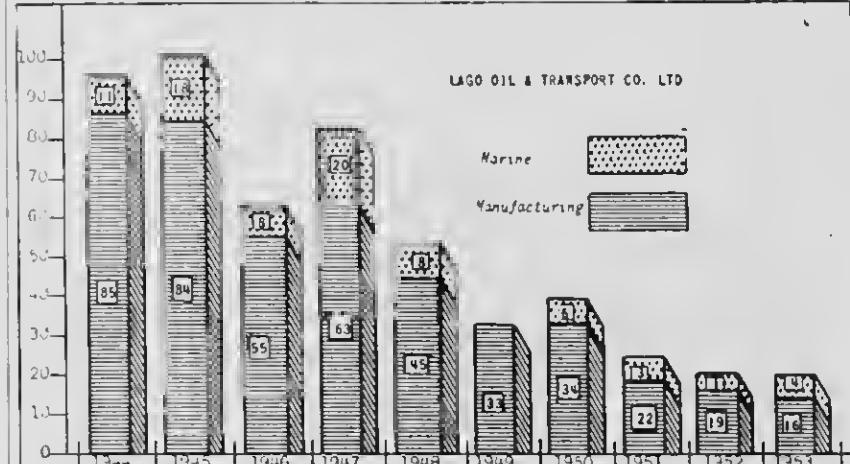
In a series of graphs which illustrated the record of the past 10 years, the division pointed out that the injury frequency rate during 1953 — 1.19 disabling injuries for each million man-hours worked — was 58 per cent less than the average number of disabling injuries reported during the previous 10 years.

Statistics compiled by the division showed that Lago — which has for years maintained a four-point program to promote safety — has year-by-year become a safer place to work.

The division pointed to the 1953 injury frequency rate as proof: 78 per cent lower than the 1943 — 1947 average; 38 per cent lower than the 1948 — 1952 average.

In order to keep Lago employees

DISABLING INJURIES - 1944 THROUGH 1953



safer, the division said, the company has:

Built physical safeguards.

Helped employees develop a sense of individual responsibility toward accident prevention.

Developed and enforced safety regulations.

Trained employees to work, to live, to play more safely.

To implement this program during 1953, the division issued to all employees a revised Manual of Safe Practices printed in either English or Papiamento; published a weekly 'newsletter'; processed 3635 'safety slips' and sent representatives to two industrial safety conferences.

The division also conducted first aid programs, prompted an industrial hygiene survey, presented safety lectures to employees of 'outside' contractors, staged a 'lead hazard clinic,' offered a series of lecture-demonstrations on the explosiveness and combustibility of petroleum products and paid out some Fls. 7000 to 180 contestants in the 15th year of the Safe Driving Incentive Program.

The division also showed a series

of films on safety to various island organizations.

These efforts were aimed at implementing the division's accident prevention program which is founded on the belief that "accidents do not happen, they are caused."

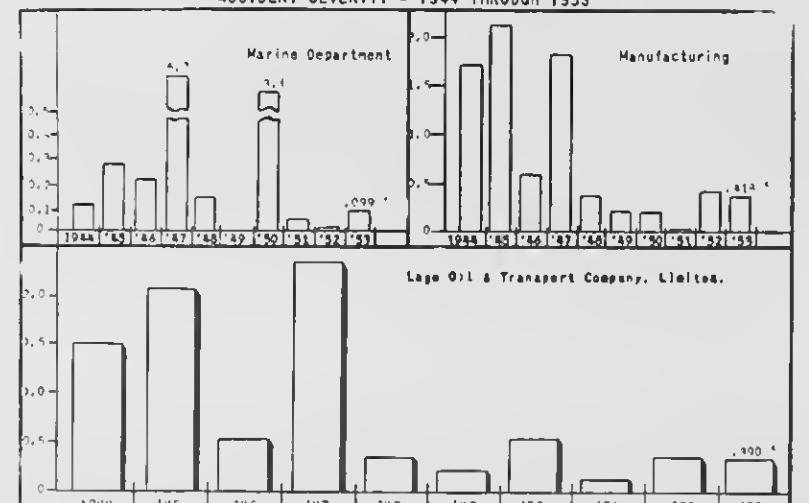
A graph in the division's report showed that 65.6 per cent of the 1375 accidents investigated during 1953 were the result of "unsafe acts;" 4.2 per cent were caused by "personal factors" while the remaining 30.2 per cent were caused by "unsafe situations."

Within the "unsafe acts" and "personal factors" were such items as 'lack of ordinary precautions,' 'non-use of protective equipment,' 'violation of rules or regulations.'

Within the "unsafe situations" were 'methods and procedures,' 'equipment and materials' and 'conditions.'

Winding up its report, the division said, "We have had a good year. You may feel justly proud for having done your part. However, this is no time to relax your efforts since there still is much that we can do to make our jobs safer."

ACCIDENT SEVERITY - 1944 THROUGH 1953



Reportaje Anual ta Munstra cu Tenor Di Accidente di Ultimo 10 anja a Baha

Division di seguridad di Industrial Relations Department, den su reportaje anual publicá luna pasá, a bisa cu tenor general di accidente na Lago a "baha definitivamente" durante ultimo 10 anja.

Durante 1953, e division a bisa, 1375 accidente a worde investigá den cual 1355 trahador a sostene accidente cu a causa perdida di tempo. Como 69.8 por ciento di e desgraciánan a worde causá door di e trahadornan; e sebante 30.2, por ciento tabata resultado di e situación den cual nan tabata traha.

E division tambe a inclui un nota di spiertamento. Den un resumen di record di seguridad di e anja, e division a bisa, "No obstante equipo di seguridad, bukinan de regla y programan di seguridad, desgraciánan por worde reduci solamente door di cooperacion individual di supervisores, foremen y empleadonan."

Commentando ariba e record di seguridad di e deccenia pasá, e division a bisa, "Durante benter e ultimo periodo di 10 anja, for di 1944 pa 1953, record di seguridad di Lago a munstra un mejoracion continuo. Nos

a experimenta algun bon anja y algun malo, pero generalmente e tendencia di accidente a baha definitivamente."

Den un serie di graph ilustrando e record di e ultimo 10 anja, e division a splica cu e frequencia di accidente durante 1953 — 1.19 desgracia cu perdida di tempo pa cada million ora di trabao — tabata 58 por ciento menos cu e cifra promedio di desgracia cu perdida di tempo durante e anterior 10 anjanan.

Estadista compiló doar di e division tabata munstra cu Lago — cu durante hopi anja a mantene un programa di cuatro punto pa promove seguridad — a bira un lugar mas salbo pa traha anja tras anja.

Como prueha e division a cita e frequencia di accidente pa 1953: 78 por ciento menos cu e promedio pa 1943 — 1947; 38 por ciento menos cu e promedio pa 1948 — 1952.

Pu tene empleadonan di Lago mas

(Continua na pagina 8)



FIVE FEET below the surface of the water an explosive charge is detonated from the near-by "shooting ship." Shock waves, bouncing off the underlying floor of the Gulf of Mexico, are transmitted to the "instrument ship" and recorded on a seismograph. Geophysicists can "see" far into the Gulf bed by interpreting the seismograph recordings. The maximum "shot" permitted is 40 pounds of dynamite.

CINCO PIA hao superficie di awa un carga explosivo ta wordo remonta for di e cercano bota di tiramento. Olanan di shok, reflechando for di ariha vloer di Golfo di Mexico, la wordo transmisi pa e bota di instrumento y recorda cu un seismograph. Geophysicistanan por mira leuw ariba fondo di lamar interpretando marcamento di e seismograph. E carga maximo permiti ta 40 liber di dynamite.



THE SEISMOGRAPH chart records from layers of various rock formation difference in depth and nature of the determinates the chart of seismograph la registrado for di varios formacionnan de diferencia den hundura y naturale laaganan ta determina

Hunting Oil In The Gulf

Under-Water Search Called The Industry's "Greatest Gamble"

Shortly before Christmas last year the oil industry paid the state of Texas \$32,367,819.26 for a stake in what has been described as "the greatest gamble in the history of oil."

For its money the industry got the mineral rights to 412,329 acres of Texas land beneath the waters of the Gulf of Mexico. The oil companies which bid for the rights were betting that the Gulf floor would be as rich in oil as the neighboring Texas mainland.

Almost every major American oil concern today is, in fact, betting that the areas off the coasts of Texas, Louisiana, Mississippi, California and Florida are rich in oil. And they're backing their wagers with millions of dollars.

They are, however, not only gambling that the oil is there, but that they will be able to bring it to market as cheaply as today's petroleum products. To date they've won several of their exploration bets. Their money is still riding on the marketing phase of the gamble.

In order to play in this high-stakes game, the companies must be prepared to spend three times as much for under-water exploration as underland; four times as much for production.

The costs, however, have not deterred these companies from continuing their unending search for oil and — incidentally — striving to increase the free world's proven oil reserves. At the beginning of this year they had more than 20 exploration parties churning the Gulf and more scheduled to operate in other waters.

They were admitted to the area last May 22 when President Dwight D. Eisenhower signed the controversial Submerged Lands Act which gave the states the right to lease their off-shore holdings.

As early as 1937 geologists had prospected the Gulf area for oil, but were stopped in 1950 when the United States Supreme Court reaffirmed a previous ruling that the federal government held title to all tidal lands.

However, the court recognized the right of the Congress to transfer title to the states which the Congress, by the Submerged Lands Act, did. The government reserved title to areas farther off-shore by the Outer Continental Shelf Lands Act which the president signed in August of last year.

With the president's signature the oil exploration parties headed out into the Gulf in everything from rowboats to converted fishing trawlers to prove the geologists' contention that the oil-bearing sands of the five states extended beyond their shores.

The sea was a new and strange territory to land exploration teams whose previous water work had been confined almost exclusively to the bayous and marshes of Louisiana.

They had to devise new methods and techniques in everything from transportation to laundry. They also had to adapt their equipment — designed for use on solid land — to work on a wave-tossed ship.

They found the seismograph, more popularly known as an earthquake recorder, to be their most effective oil-hunting tool. By creating shock waves similar to those of an earthquake, they could determine the formation of the Gulf floor and the possibility of the presence of oil.

In order to prospect the 14,000 square miles of off-shore territory opened to exploration by the Submerged Lands Act, the geologists set up a high speed procedure requiring a fleet of small boats at sea and

a land station.

In this operation a "recorder ship" lays a cable equipped with telephone "pickups" on the Gulf floor. Then a high-powered "shooting ship" moves up to the balloons which mark the center of the cable, drops an explosive charge and — as it speeds away — detonates the charge.

The force of the explosion travels down to the "heavy rock" base of the Gulf bottom and bounces back to the "pickups" where it is transmitted by the cable to the seismographs aboard the "recording ship."

By the time it takes the shock of the explosion to bounce back from the "heavy rock," seismograph experts can tell the nature of the material atop the Gulf bed. With this information they can map out — with the help of radar pin-pointing from the shore station — the areas most likely to contain oil.

Working with split-second timing, a seismograph fleet can fire a "shot" every three minutes and — if the weather is good — cover 65 miles in a working day. To date they have been limited to working at a maximum depth of 60 feet.

Weather plays a major role in the hunt for oil in the Gulf and has prompted the creation of a number of meteorological companies whose reports augment those of the United States Weather Bureau. Companies spending \$75,000 to \$85,000 a month to keep a fleet in operation cannot do anything about the weather, but they can anticipate it and plan their operations accordingly.

Drilling a well in the Gulf of Mexico is about four times as expensive as drilling one anywhere on land because the drill rig must operate on a platform high and strong enough to withstand the 40-foot waves which storms sometime whip up in the Gulf.

The cost of one of these platforms is about \$900,000. A well may cost an additional \$200,000 to \$500,000, depending upon its depth and type of drilling.

In order to reduce costs, the companies have gone in for directional drilling. By this method, which sends the drill off at an angle from the derrick, it is possible to drill a number of wells from one platform.

A recent development is a drilling rig which can bore six wells from one derrick. Another innovation is a drilling barge which serves as a platform. The barge — in two sections — sinks the lower half containing its engines, compressors and other heavy equipment to the bottom where it acts as a base for the drilling operations.

In other cost-cutting maneuvers, the companies have taken to housing the drill crews in converted U.S. Navy landing craft rather than on the platforms. The ex-warships serve as floating hotels, mess halls and storehouses and permit smaller platforms.

From these operations the industry is today producing some 17,000 barrels of crude oil a day. The Gulf's total reserve is estimated at 13 billion barrels, but some of this may be so expensive to produce it will be worthless.

However, the industry is going ahead convinced that its gamble will pay off. It is even planning to extend its under-water search. Seismograph studies are scheduled this year in the Persian Gulf and off the coasts of Trinidad, British Guiana, Bermuda, Peru, Germany, Holland and Borneo, for under-water deposits have become known as "the world's last major oil frontier."



OIL HUNTERS are afloat in the Gulf in converted fishing trawlers. Here a Standard Oil Co. (N.J.) BUSCADORNA DI AZETA den Go for di bota di pesca te trawler convert Co., un afiliado di Standard



MARKED by a balloon, the charge "shooting ship." At the precise second coordinated teams are able to fire a of oce MARCA door di un balon, e carga ta Na e exacto momento, e tirador ta ta capaz pa cende un carga ca

"E Juego mas Grandi den Historia di Azeta"

Buscando Azeta den Golfo di Mexico

Poco promer cu Pascu anja pasá industria petrolero a paga estado di Texas \$32,367,819.26 pa un estaca den loke a worde describi eom "e juego mas grandi den historia di azeta."

Pa su placa e industria a consegui e derechonan mineral ariba 412,229 acre di terreno di Texas bao awanan di Golfo di Mexico. E companianan di azeta cu tabati competi pa e derechonan tabata haeiendo un apuesto cu e suelo na fondo di e Golfo ta mes abudante di azeta minera e cercano estado di Texas.

Casi tur e empresan petrolero grandi na America awor, en realidad, ta pustando eu e suelo dilanti costanan di Texas, Louisiana, Mississippi, California y Florida ta contene un abudanea di azeta. Y nan ta pone millones di dollar pa soporta nan apuesto.

Sinembargo, no solamente nan ta pustando eu e azeta ta presente, pero tambe cu nan ta eapaz pa trece'e ariba mercado mes barata eu e producionan petrolero di awendia. Te awor nan a gana varios di nan apuestonan di exploracion. Tocante e aspecto di trecimiento ariba mercado si nan plaea ta comprometido ainda.

Pa hunga den e juego di estaca halto aki, e companianan mester ta dispuesto pa gasta tres vez mas tanto pa exploracion bao awa cu bao terra; cuatro vez mas tanto pa produccion.

E costonan, sinembargo, no a spanta e companianan pa sigui nan buscadu sin fin pa azeta y — incidentalmente — lucha pa aumenta reservan probá di mundo liber. Na principio di e anja aki tabatin mas cu 20 grupo di exploracion operando den awanan di e Golfo y algun otro clá pa opera den otro awanan.

Nan a haya acceso pa e area Mei 22 anja pasá ora l'residente Dwight D. Eisenhower a firma e controversial Submerged Lands Act cual tabata duna estadonan e derecho pa huur nan posesionnan pafor di terra.

Ya na anja 1937 geologistanan tabata sospecha cu e area di Golfo tabatin azeta, pero nan plannan a frustia na 1950 ora Corte Supremo di Estados Unidos a reafirma un verdicito anterior cu gobierno federal tabata apoderado di tur terrenonan den awa.

Sinembargo, e corte a reconoce e derecho di Congreso pa transferi e apoderacion na e estadonan pa medio di Submerged Lands Act, loke Congreso a haci tambe. Gobierno a reserva apoderacion ariba e terrenonan mas leuw afor segun Outer Continental Shelf Lands Act cual Presidente Eisenhower a firma na Augustus anja pasá.

Cu firmamento di presidente e gruponan di exploracion a subi e Golfo den tur cos for di canoa te bote di pesca converti pa proba contencion di e geologistanan cu e suelo den awa dilanti e cinco estadonan ta contene azeta.

Lamar tabata un territorio nobo y stranjo pa e equiponan cu tabata costumbrá cu exploracion ariba terra. Nan mester a devisa metodo y tecniconan nobo for di transportacion te laundry. Tambe nan mester a adapta nan herment — designá pa uso ariba terra sólido — pa traha ariba un bote cu ta worde movi continuamente door di olanan.

Nan a descubri cu e seismograph, mas particularmente conoci como un aparato pa recorda temblor, ta nan herment mas valioso den e buscada. Duor di origina schoknan mescos cu di temblor, nan por a determina formacion di fondo di e Golfo y e posibilidad di presencia di azeta.

Pa cubri e 14,000 milla di territorio den lamar habri door di Submerged Lands Act, geologistanan a establece un procedimiento rapido requeriendo un flota di bote chikito na lamar y un stacion di terra.

Den e operacion aki un "recorder ship" ta baha un cable equipá cu telefono "pickups" ariba suelo di e Golfo. Anto un otro potente bote ta proseguí te e balonnan cu ta marca centro di e cable, laga un carga explosivo eai y — mientras e bote ta corre bai — e ta haci e carga remonta.

Forza di e explosion ta sigui bai abao te ariba e base baraneoso di suelo di e Golfo y ta bolbe refleha ariba e "pickups" unda e ta worde transmiti door di e cable pa e seismographan abordo di e "recording ship."

Pa tempo cu ta tuma schok di e explosion pa refleha for di e baraneanan, expertonan di seismograph por conta naturalea di e material ariba cama di e Golfo. Cu e informacion aki nan por stipula — cu ayudo di radar marcando for di e stacion di terra — e areanan cu ta mas probable di tin azeta.

Trahando cu cooperacion intimo, un flota cu seismograph por remonta un caiga cada tres minuut y — si tempo ta bon — cubri 65 milla den un dia. Te awor nan trabao tabata limita den awanan te un maximo di 60 pia budo.

Condicion di tempo ta hunga un parti mayor den buscada di azeta den e Golfo y a necesita creacion di algun companianan meteorologico cual nan reportajenan ta aumenta di United States Weather Bureau. Companianan cu ta gasta \$75,000 pa luna pa tene un flota na operacion, no por haci nada contra tempo, pero nan por anticipa si y planea nan operacionnan di acuerdo.

Drilmento di un poos den Golfo di Mexico ta como cuatro vez mas caro cu pa dril uno eualquier camina ariba terra pasbra e aparatonan mester opera ariba un plataforma halto y fuerte pa wanta e olanan di 40 pia cu horcan ta pusha door di e Golfo algun bieha.

Costo di un di e plataformaan aki ta como \$900,000. Un poos casi ta costa \$200,000 te \$500,000 mas, dependiendo ariba e hundura y tipo di drilmento.

Pa tene costonan abao, companianan ta sigui e metodo di drilmento direccional. Segun e metodo aki, cu ta manda e dril schuin for di e aparato, ta posible pa dril algun poos for di un plataforma.

Un desaroyo reciente ta un aparato di dril cu por bora seis poos for di un derrick. Un otro cos nobo ta un barge cu ta sirbi como plataforma. E barge — den dos seccion — ta sink e mitar abao contenido su mashinan, compresor y otro hermentnan pisa unda e ta traha como base pa operacionnan di dril.

Den otro maniobranan pa reduci costo, companianan a euminza neomoda e tripulantenan den barconan converti di U.S. Navy y no ariba e plataformaan. E barconan di guerra bieuw ta sirbi como hotel flotante, comedor y deposito y ta haci plataforma mas chikito posible.

For di e operacionnan aki e industria ave ta produci como 17,000 barril di azeta erudo pa dia. Reserva total di e Golfo ta calcula na 13 billion barril, pero un parti di esaki ta asina caro pa produci cu podiser e no tin ningun balor.

Sinembargo, industria ta sigui convinei cu e juego lo paga bon. Hasta tin plan pa extende e experimentacion bao awa. Estudionan di seismograph ta planea e anja aki den Golfo di Persia y dilanti costanan di Trinidad, Britis Guiana, Bermuda, Peru, Alemania, Holanda y Borneo.

Reservanan di azeta bao awa a haya fama como e "ultimo frontier mayor mundial di azeta."



me in which shock waves bounce back
difference in bounce time indicates the
rs. The depth and nature of the layers
ility of finding oil.

mpa den cual olanan di schok ta worde
neca. E diferencia den e tempo ta indica
e laagnan. Hundura y naturaleza di e
ibilidad di haya azeta.



Mexico in everything from rowboats to
graphic fleet of the Humble Oil Co., a
e, is at anchor in Louisiana.

Mexico ta nabega den tur sorto di cos
i un flota seismographico di Humble Oil
(N.J.), ta hanerà na Louisiana.



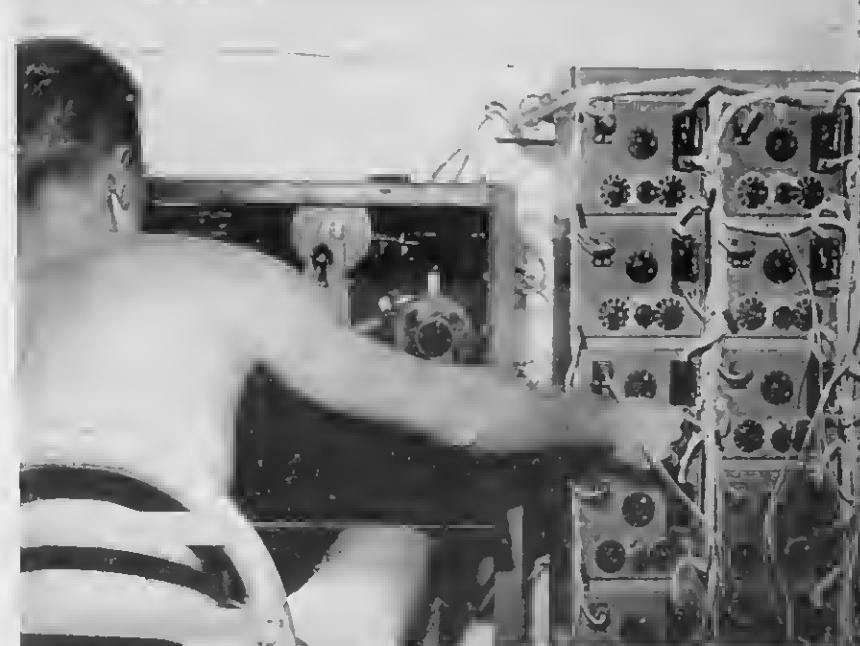
over the side from the high-powered
"shooter" will detonate the charge. Well-
d" every three minutes, cover 65 miles
or a day.

ta ver di bordo di e potente bote tirador.
e carga remonta. Equiponan bon coordiná
es minuut, cubri 65 milla pa dia.



A TELEPHONE "pickup," attached to a cable, is eased overboard from the "recorder ship." The "pickup" will transmit the shock waves to the seismograph.

UN "PICKUP" di telefono, conectá na un cable, ta worde bahá over di bordo di e bote di registracion. E "pickup" ta transmi e olanan di schok pa e seismograph.

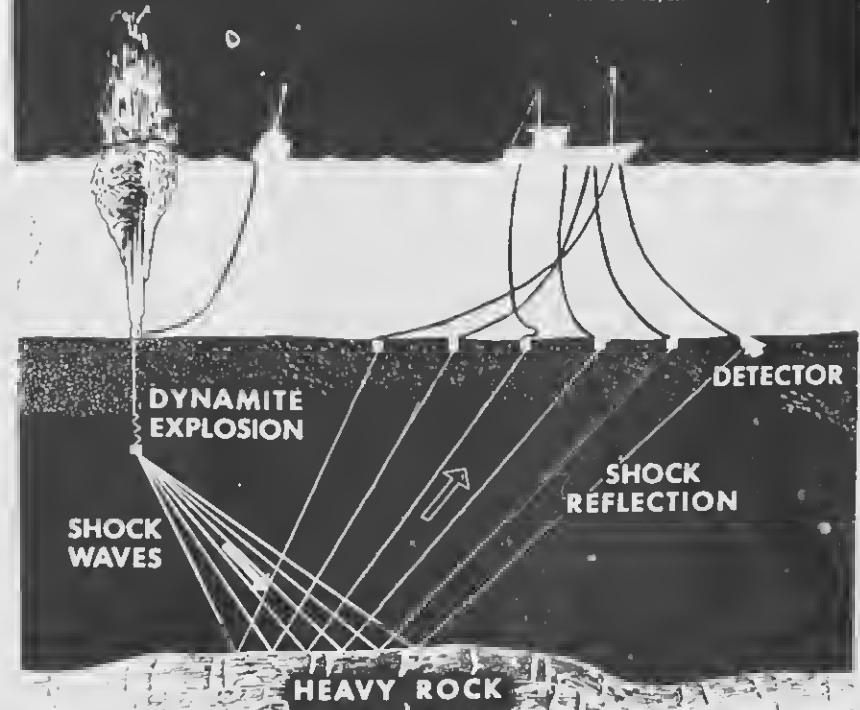


IN THE CABIN of the "recording ship" an operator tunes and adjusts the amplifiers of the seismographic recording machine.

DEN CABINA di e "barco di registrazione" un operador ta sintoniza y ahusta e amplificiernan den e mashin di registrazione seismographic.

Looking for Oil Under Water

On water as on land, oil geologists use a portable seismo-
graph to explore hidden rock formations. The seismograph
records vibrations from an explosion as they bounce back
from a buried layer of hard rock. This helps the geophysicists
determine the nature of this hidden rock layer.





TECHNOLOGIST John F. Schnur and foundry foreman watch workers crouch around castings bedded in the floor of a typical Indian foundry.

TECNOLOGICO John F. Schnur y foreman di foundry ta observa trabadornan rond di castings den vloer di un typico foundry di India.



MR. SCHNUR holds a double-end hammer which he introduced in India.

SR. SCHNUR ta tiene un martillo di dos punto cu el a introduci na India.



WITH THREE foundry workers, Mr. Schnur explains shrinkage allowance which was something most Indian molders knew very little about.

CU TRES otro trabadornan den foundry, Sr. Schnur ta splica krimplamento di material luke tabata algo cu mayoria molders na India tabata sabi masba poco di dje.

Ex-Lago Employee Aiding Foundries of India

John F. Schnur Serving Point Four Assignment as Technologist in India

Ties between India and the United States are being strengthened as never before through technical assistance rendered by industrial specialists of the U.S. government's Point Four Program. These men, scattered through India's manufacturing areas imparting their trade skills, are more than industrial ambassadors. They personify the program of assistance the United States wishes to give other countries to help them help themselves.

One such technical assistant in India today is John F. Schnur, former Lago employee.

Establishing new foundries and increasing efficiency in operating one is nothing new to Mr. Schnur. Much of his career as a foundryman has involved setting up or reorganizing foundries. Mr. Schnur came to Aruba in 1931 from Casper, Wyoming, where he was foundry foreman at the Standard Oil Co. of Indiana refinery. During his 11-year tenure here he was involved in the establishment of two foundries. He first helped set up the original Lago foundry located at the present Lago Commissary site. With the construction of the commissary, he was involved in setting up the present foundry.

As foundry foreman here, Mr. Schnur was responsible for the training of many Lago foundry workers. Some of his trainees are presently employed in the foundry. With this background he was the ideal man to fill the request received in 1952 by the U.S. government's Office of International Trade of the Department of Commerce for a foundry technologist in India and Pakistan.

The government office contacted the Armour Research Foundation's International Department who sent out Mr. Schnur. The veteran foundryman with over 30 years' experience in plant operation arrived in India in March, 1952.

During his first 20-month assignment — he is presently on his second assignment — Mr. Schnur traveled 40,000 miles throughout India. Some of these miles were by elephant back when he went into the hills looking for molding sands. One of the big problems that faced the technologist was finding good, natural bonded sand. Available sands had to be mixed in different proportions in each locality. In addition to recommending the best possible sand mixture for each plant, Mr. Schnur's work was in two major areas: helping foundries improve their pattern-making and teaching foundry workers modern molding methods.

Referred to as one of the best men in the field today under the Point Four Program, his effectiveness has been confirmed in comments received by the Armour Research Foundation from managers of plants he has visited. Such comments are:

"Mr. Schnur's guidance has helped us in taking to more modern practices..." "His valuable suggestions for improvements have worked magic..."



MUCH of Mr. Schnur's work was instituting modern, efficient methods. In many areas he introduced means of doing multi-step jobs in one process. Here he demonstrates handling of ladle of molten lead.

HOPÍ di e trabao di Sr. Schnur tabata pa institui metodonan moderno y eficiente. Den hopí area el a introduci medianan di haci un trabao complicá den un proceso. Aki el ta demonstra trahamento cu un euechara di ebimbó gesmelt.

John F. Schnur, Empleado Anterior di Lago, ta Sirbi Point Four Asignacion Como Technico na India

Lazonan entre India y Estados Unidos ta worde fortificá mas cu nunca antes door di asistencia tecnico prestá door di specialistanan industrial segun Point Four Program di gobierno di Estados Unidos. E hombernan aki, localizá tur camina den areanán di fabricacion na India impartiendo nan sabernan na otro, ta mas cu embajadornan industrial. Nan ta personifica e programa di asistencia cu Estados Unidos ta deseá di duna otro terranan pa yuda nan yuda nan mes.

Un tal asistente tecnico na India awor ta John F. Schnur, empleado anterior di Lago.

Establishiendo foundry noho y aumentando eficiencia den un estableci caba no ta nada nobo pa Sr. Schnur. Un considerable parti di su carera como foundryman ta consisti di estableci e reorganiza foundry. Sr. Schnur a bini Aruba na 1931 for di Casper, Wyoming, unda el tabata foreman di foundry na refineria di Standard Oil

Co. di Indiana. Durante su 11 anja di servicio aki el tabata involvi den establecimiento di dos foundry. Proximo el a yuda estableci e original foundry di Lago cu tahata na e presente sitio di Lago Commissary. Cu construccion di e comisario, el mester a estableci e presente foundry.

Como foreman di foundry aki, Sr. Schnur tabata encargá cu e entrenamiento di hopí trabadornan den foundry. Algun di e hendenan cu el a sinja ainda ta traha den foundry. Cu su conocimiento di e trabao el tabata e homber ideal pa yena un suplico na 1952 di gobierno di Estados Unidos pa un tecnologico di foundry pa India y Pakistan.

Gobierno a tuma contacto cu Armour Research Foundation — Departamento Internaciona a combini

(Continua na pagina 8)



INSTRUCTION given by Mr. Schnur in the proper handling of molds cut rejections from 30 to four per cent.

INSTRUCCION duná pa Sr. Schnur den trahamento propio cu molds a reduci nengamento di trabao for di 30 te 4 por ciento.



IN MOST foundries pouring techniques left much to be desired. Here Mr. Schnur demonstrates proper height from which metal should be poured into gate.

EN MAYORIA foundry, metodonan di hashamento tabata laga hopí di deseá. Aki Sr. Schnur ta demonstra propio altura for di cual metal mester worde basá den e formate.



AN APPRENTICE worker in a brass foundry gains valuable instruction in mold work from Mr. Schnur.

UN APRENDIZ den un foundry di koper ta obtene instruccion valioso den trahao di mold for di Sr. Schnur.

United Nations Advisor Tours Vocational School



DR. H. W. HOWES (standing third from left), is shown visiting the Lago Vocational School. The UNESCO adviser was accompanied by (left to right) LVS Assistant Principals R. V. Pharis and W. H. Meskill, G. Kok, Aruba deputy for education and G. Amelink, principal of the Aruba Technical School.

DR. H. W. HOWES (pará di tres di robez), ta munstrá bishilando Lago Vocational School. E consejero di UNESCO tabata acompanied pa (robez pa drechi) sub-directorionan di LVS R. V. Pharis y W. H. Meskill, G. Kok, inspektor di school na Aruba, y G. Amelink, director di Aruba Technical School.

Dr. H. W. Howes, educational consultant to the Caribbean Commission, visited Lago last month during an inspection tour of educational facilities throughout the Caribbean.

Dr. Howes, assigned by the United Nations Educational, Scientific and Cultural Organization to the commission, has as his primary function the evaluation of vocational, adult

and community educational opportunities plus teacher training.

At Lago he toured the Lago Vocational School in company with Aruba government and education officials and also inspected the island's educational system.

Dr. Howes is the former director of education in Ceylon.

'Ham' Aki ta Yuda Bapor di Exploracion Haya Parti Necesario

Un amateur di radio na Aruba mas tempran den e luna aki a duna un man di ayuda na un bapor Aleman cu rondoná pa lamar halto y biento fuerte, tabata lucha for di Cristobal, Panama, pa Curaçao.

Tabata Maart 5 mainta ora S. J. Heeringa a sintoniza su aparatonan na su cas na Dakota pa un di su contactonan diario cu "Xarifa", un hacho di motor di 350 ton cu abordo Dr. Hans Hass, famoso experto Austria que tabata lucha for di Cristobal, Panama, pa Curaçao.

Mas tempran durante luna Sr. Heeringa a recibi permiso di gobierno pa transmiti mensaje for di e bapor cu Dr. Hass ta usando varios luna caha como base pa su exploracion y sacamento di retrato bao awa.

Captan di "Xarifa" a reporta cu e bárcos — nabegando cu bela pasobrada su motor a faya — tabatin dificultad pa adelanta contra hiento y lamar arriba su viaje for di Cristobal pa Curaçao. El a puntra Sr. Heeringa pa investiga si tin un otro bárcos den vecindario cu ta dispuesto pa touw "Xarifa" hiba su destino.

El a duna su posicion como 400 milla oost di Aruba y mas of menos 120 milla dilanti costa di Barranquilla, Colombia. Sr. Heeringa a solleita na Lago y otro agentenan di bapor aki si nan tabatin un bapor den e vecindario y a bin descubri cu nan no tabatin.

El a manda e mensaje pa e captan cu a bisa cu el lo bolbe Cristobal y warda yegada di un pieza cu mester pa drecha e motor.

E captan a puntra Sr. Heeringa, kende ta operador di radio na Vliegveld Dakota, pa apresura embarcation di e pieza cu a worde encargá pa medio di via aerea for di Hamburg, Alemania, pa Curaçao.

Sr. Heeringa a laga manda e pieza for di Curaçao pa Cristobal. El a re-

Photo of Lakers Gains Honorable Mention

A photo entitled "Lake Tankers at Aruba" taken by Oiler Alfred Boyle of the "Esso Hartford" received honorable mention in a photography contest for seagoing personnel of the Esso Shipping Co.

Conducted by "The Ships' Bulletin," publication of Esso Shipping, the contest-winning photos appeared in the January-February issue of the bi-monthly magazine. Oiler Boyle's shot shows four lake tankers discharging crude.

Firma Boticario A Cumpra Dos Productonan Di Esso

Esso Standard Oil Co. a anuncia luna pasá bendemento di "Nujol," un azeta mineral y "Mistol," un líquido medicinal pa tira den nanishi, na Plough, Inc., un empresa boticaria de Memphis, Tenn.

Esso Standard Oil y su afiliacion a bende "Nujol" desde 1915; "Mistol" desde 1924. Ambos producto tabata arriba mercado den henter Estados Unidos y den mas cu 50 pais estranhero.

E bende tabata inclui patentnan mundial, surtidoran di producto plus e hermentnan di fabricacion.

porta cu posiblemente Dr. Hass por pasa Aruba banda di fin di e luna auki.

Sr. Heeringa, kende a describi su ayudo como solamente un di e servicionan cu amateuran di radio ta presta, a recibi dos certificado Maart 9 for di American Radio Relay League.

E certificacionan tabata pa contactonan di otro amateuran den tur partinan di mundo pa medio di telegrafia y radio-telefonia.

Capt. W. Ryan A Muri El A Dirigi Sacramento Di Bapor 'Pedernales'

Capt. William J. Ryan, e homber responsable pa sacamento di S. S. Pedernales, a muri Jan. 4 na Baton Rouge, Louisiana, na edad di 72 ania.

Un homber kende su carera maritima a euninza na 1899, el a distinguo su mes cerca Esso Shipping Co. como e homber cu por a salba bapor ora otro tabata kere esaki ya imposible. Un tal caso tabata S. S. Vistula cu a pega na terra na Tampico Bar na 1932. Hopi a duna e bapor pa perdi. Bao direccio di Capt. Ryan, e tanquero a worde sacá cu exito.

Ora "Pedernales" tabata sosega cu su bom ariba suelo den lamar abao na Palm Beach unda personal di Lugo a hibele despues cu un torpedo Aleman a dal ariba dje Febrero 16, 1942, tabata Capt. Ryan kende a examina e naufragio y a decidi cu e por worde recobrá. El a dirigi e trabao di corta e sección di mei-meis di "Pedernales", lamtando e secciónnan di adilanti y otras, colocando nan hunto lagando e bapor subi lamar arriba su mes fortaleza. E bapor a bai Baltimore unda un sección central nebo a worde trahá pe y asina un trabao di reconstrucción poco raro a worde conclui cu exito.

Salbamento di "Pedernales" tabata uno di e eventonan mas importante den carera di un homber cu a principia como un nabegante capaz den U.S. Navy, despues a bira un cayonero na bordo di bapor, y despues occupa den marina mercante puestonan manera captan di "Leviathan". Den servicio di Esso Shipping, el tabata captan di bopi tanquero y a actua como captan di puerto y agente na Baton Rouge.

I'll Tug and I'll Tug and I'll Pull Your House Down...

Marine Annex Torn Down After Facilities Are Replaced

At 9 a.m. March 25 the old Marine Annex was standing where it had been since the early days of World War II, next to the Marine Office Building. Twenty minutes later it was a heap of rubble and scrap lumber.

Earlier in the morning a bulldozer, a crane and a flat-bed truck had been expertly ripped in two sections and lay with its back broken, its walls caved in and hallways crumpled. Another pass of the cable pulled by the bulldozer rent the building in the other direction and the big crane lumbered up to stow the pieces on the flat-bed truck which had been standing by to take the material to the salvage yard.

After the area had been roped off

A little more than 10 years ago,

when the building was built by the United States Navy, it began swarming with activity that was not to let up until the middle of last year. During the hectic days of the war the Navy needed more space than Lago was able to provide to control the movements of naval vessels in and out of San Nicholas harbor.

Having built it, the Navy didn't know what to do with the building when their operations here no longer required that much room so they sold it to Lago as "war surplus." Following its purchase from the Navy, the wooden building became the Marine Annex, housed the Marine Post Office and served as headquarters for Lake Tankers liaison and the administrative offices for Esso Shipping. After the extension to the Marine Office Building was completed in mid-1953 the building had outlived its usefulness.



9 a.m.: Steel cable wrapped around second story of old Marine Annex Building is pulled taut in readiness to raze the structure simply and quickly.

9 a.m.: Cable di staal lorá rond di segunda piso di Marine Annex Building bieuw ta worde pretá pa hala e lugar basha abao simple y liher.

9:15 a.m.: Main supports of building give way as steel cable is hauled in by powerful winch attached to bulldozer in right background.

9:15 a.m.: Soportenan mayor di e edificio ta laga basha mientras e cable di staal ta worde halá aden pa medio di un potente winch mará adilanti di un bulldozer alras banda drechi.

9:20 a.m.: Down and out for good, wooden structure built by U.S. Navy during World War II is ready for trip to salvage yard on flat-bed truck.

9:20 a.m.: Basha abao x kibrá pa semper, e structura di madera trahá door di U.S. Navy durante Guerra Mundial II ta ela pa worde hibá dump ariba un truck plat.

man L. F. Moritz a duna senjal y operador di bulldozer Ignacio Madrid a hala e handle di e winch potente adilanti di su mashin.

Den un cuestion di algun minut e edificio a worde habri den dos y tabata abao cu su lomba kibrá, su murayanan halá aden y coridornan yen di basura. Un otro pasada di e cable halá door di e bulldozer a traversa e edificio den otro direccio y e grua grande a yega acerca pa stiwa e partinan arriba e truck plat pa hiba e material salvage yard.

Poco mas cu 10 anja pasá tempo eu e edificio a worde trahá door di United States Navy, el a euninza herbe di actividad cu no a termina sino te medio di anja pasa. Durante (Continua na pagina 8)

18 Track and Field Events

Second Annual Interscholastic Meet Scheduled for May 7

The second annual island-wide track and field meet for high school boys up to 19 years of age will be held May 7 at the Lago Sport Park. Seven schools are expected to compete for the unofficial championship won last year by St. Dominicus College of Oranjestad.

Designed to assure "the continued development of good sportsmanship and athletic skills" among Aruba's high school youths, the meet will be conducted by the recently-formed Aruba School Athletic Association.

In addition to St. Dominicus College, Juliana School, Aruba Technical School, Abraham de Veer School, St. Augustinus College, Lago Vocational School and Lago High School will enter teams in the 18-event meet.

Competition will be divided into Junior A, Junior B and Senior events.

Junior A events, for boys under 15, will be the 80-yard dash, high-jump, 440-yard relay and broad-jump. Junior B events, for boys under 17, will be the 100-yard dash, high-jump and 440-yard relay. Senior events, for boys under 20 years of age, will be the 100-yard dash, high-jump and 440-yard relay.

Boys between 15 and 19 may also compete in the field events — javelin, shot put, discus and pole vault — plus a Senior broad jump, 220-yard flat race, one-mile flat race and hop-skip-and-jump.

At a meeting March 28, the ASAA decided to limit individual participation to two events plus one relay race. A maximum of three students from one school may enter any event with the exception of four-man teams in the relay races.

J. M. Koopmans, coach of St. Dominicus College, will serve as coordinator of the meet. E. M. Lloyd of Lago's Colony Service Department, will be chief judge.

Medals, donated by the Spritzer and Fuhrmann jewelry concern, will be given all first place winners. Ribbons will be awarded for second and third.

Deadline for entries is April 30.

Contestants in the second island-wide track and field meet will be shooting at records established last year when over 175 boys competed. On the basis of unofficial point tallies, the St. Dominicus College team took first place followed by the Lago Vocational School and Juliana School.

Hubert Caton

Hubert Caton, janitor in the Colony Service Department — Stewards, died March 29 at the age of 45. He had Lago service of over nine and one-half years. Survivors include his widow and three daughters.



FOLLOWING an 8-3 victory over Lights Oils Finishing, Angel Chirino, captain of the Metal Trades team, is shown holding the cup his team won with the 1954 Interdepartmental Football Tournament Championship. The final game was played April 2 at the Lago Sport Park.

SIGUIENDO un victoria di 8-3 over e team di Light Oils Finishing, Angel Chirino, captan di team di Metal Trades, ta worde munstrá teniendo e copa en su team a gana en e 1954 Interdepartmental Football Tournament Championship. E ultimo wega a worde hunga April 2 na Lago Sport Park.

Marine Annex

(Continua di pagina 7)

e dianan hectico di guerra Navy tabatin mester di mas espacio cu Lago por a duna pa controla movimento di su bapornan pafor y rond di San Nicolas.

Ora cu nan actividad a mengua aki na Aruba asina cu nan no tabatin mester di tanto espacio mas manera anteriormente Navy mes no tabata sabi kiko haci eu e edificio cu nan mes a traha y nan a bende'e cu Lago como "surplus di guerra." Despues cu el a worde cumplir for di Navy, e structura di madera a bira Marine Annex y tabata acomoda Marine Post Office, y a sirbi como cuartel general pa Lake Tankers liaison, y oficinanan administrativo pa Esso Shipping.

Athletes Prepping For 14th Olympiad

Athletes aiming at the Queen's Birthday Olympiad pushed their training into high gear this week as the April 24th and 29th dates moved closer.

Weight lifters and body-beautiful contestants were prepping for the two events scheduled at the Lago Sport Park the 24th. Track and field entrants and bicycle riders were getting in shape for the main section of the 14th Olympiad the 29th.

Entries for all of the Olympiad events — with the exception of kite-flying, blindman's bluff, pillow fight and girls' events — must be submitted to the Lago Sport Park Board not later than April 17.

John F. Schnur

(Continua di pagina 6)

pa laga Sr. Schnur bai. E veterano foundryman cu mas cu 30 anja di experiencia den operacion di planta a yega India Maart, 1952.

Durante su promer encargo di 20 luna — awor el ta ariba su segunda encargo — Sr. Schnur a viaja 40,000 milla den henter India. Algun di e millanan aki tabata ariba lomba di olifanti manera ora el a bai den seronan pa rondia santo pa mold. Un di e problemanan grandi enfrentando e tecnologico tabata haya hon santo natural. E santo cu tabatin mester a worde mezclá na diferente manera na cada lugar. Ademas di recomenda e mejor mezcla di santo posible pa cada planta, trabao di Sr. Schnur tabata den dos area grandi: yuda foundryman mehora nan trahamento di patronchi y sinja trahadornan den foundry metodonan nobo di molding.

Sr. Schnur, na kende frequente mente a worde referí como e mejor tecnico trahando awor bau Point Four Program, su efectivididad a worde de confirmá den comentarionan recibi door di Armour Research for di gerente di plantanan cu el a bishita. Tal comentarionan ta:

"Guia di Sr. Schnur a yuda nos adopta practiconan mas moderno..." "Su valioso sugerencianan pa mejoracion a huci un milagro..."

Reportaje Anual

(Continua di pagina 5)

solbo, e division a bissa, Compania a: Promove proteccion physico.

Yuda empleadonan desaroya un sentido di responsabilidad individual tocante prevencion di desgracia.

Desaroya y observa reglanan di seguridad.

Sinja empleadonan pa traha, biba y tuma recreacion na maneranan salbo.

Ea implementa e programa aki durante 1953, e division a duna na tur empleadonan un Manual Revisá di Practiconan di Seguridad na Ingles of na l'apiamento; publica un carta semanal di seguridad; publica un boletin di accidente; trata 3635 'safety slips' y a manda representante na dos conferencia tratando cu seguridad industrial.

E division tambe a conduci programan di promer auxilio, organiza un estudio di hygiena industrial, presenta lectura di seguridad na empleadonan di contratistanan di pafor, ofrece un serie di lectura cu demonstracion tocante explosividad y combustibilidad di productonan di petroleo y a paga como Fls. 7,000 na 180 participante den di 15 anja di e Safe Driving Incentive Program.

Un grafico den reportaje di e division tabata munstra cu 65.6 por ciento di e 1375 accidentonan investigá durante 1953 tabata resultado di "actonan inseguro"; 4.2 por ciento a worde causá doer di "factornan personal" mientras e restante 30.2 por ciento a worde causá doer di "situacionnan inseguro."

Entre actonan inseguro y factornan personal tabata inclui entre otra falta di precaucion ordinario, falta di usa herment protectivo, violacion di reglanan.

Entre e situacionnan inseguro tabata metodo y procedimientonan, condicón di herment y material.

Assistance Given Church Builders



MEMBERS OF the 7th Day Adventist Church who are building a new church in San Nicolas got a lift from Lago a few Sundays ago when they ran into difficulty putting the heavy main roof supports in place. Crane Operator Dionicio Wever ran the big lifting machine and Yard Sub-foreman Marellino Mathilda directed the operation while church carpenters stood by to fasten the beams in place as they were swung into position.

MIEMBRONAN di Misa Adventista cu ta trahando un misa noho na San Nicolas a haya un regalo di Lago algun dia domingo pasá ora nan a haya nan den dificultad pa pone e span pisá na su lugar. Operador di grua Dominico Wever a manega e maquina grandi y Sub-foreman di Yard Marellino Mathilda a dirigi e operacion mientras carpinternan tabata asisti segurando e balkinan na su lugar ora e grua pone nan na propio posicion.

NEW ARRIVALS

March 18

HUNT, Jean Th. - Mech. - Admin. A son, Eric Hyacinth.

KOCH, Enitelio - Mech. - Garage: A daughter, Elsa Elanteria.

ERASME, Vicente - Mech. - Welding: A son, Mirtu Maximo.

KOOLMAN, Frans - Mech. - Garage: A son, Henrett Olivin.

March 19

BARRY, Albert N. - Colony Commissary: A son, Urban Rudolf.

FIGARO, Leonaldo - Metal Trades: A son, Tibijes.

THIJSEN, Juan V. - Industrial Relations: A daughter, Brenda Mariana.

GONZALEZ, Lorenzo R. - Mech. - Pipe: A daughter, Rita Elisabeth.

PETROCCHI, Damiano - Utilities: A son, Ruben Martines.

CROES, Johannes N. - Electrical: A son, Carles Lucas Theodorus.

MCGUIRE, Conual C. - Mech. - Carpenter: A son, Ulric Tristian.

March 20

FARRO, Jose C. - Mech. - Carpenter: A daughter.

ISAAC, David J. - Utilities: A son, Dennis Leon.

KOCH, Marcelo - Mech. - Machine: A daughter, Annie.

March 21

GIEL, Bruno - Colony Commissary: A son, Jozef Benjamin.

March 22

MACKNACK, Alexander - Esso D. Hall: A daughter, Gladis Elena.

DONATA, Hilda - Mech. - Pipe: A daughter, Glenda Andanda.

March 24

MURRAY, Jerome M. - Accounting: A daughter, Leah Katherine.

March 25

LACLER, Mirtu - Safety: A daughter, Mirta Josephine Elisabeth.

GLYNN, Vernon - Lago Police: A daughter, Ruth Neume.

CURLINGFORD, Henry H. - Instrument: A son, Jose Orlando Reynaldo.

March 26

ANGELA, Ceril - Mech. - Mason: A son, Rulen Alexander.

March 29

WEVER, Pedro A. - Transportation: A daughter, Gladis Elena.

DONATA, Hilda - Mech. - Pipe: A daughter, Glenda Andanda.

March 30

MARTIN, Antonio - Marine Whales: A daughter, Mildred Louise Andanda.

KOEMAN, Ricardo R. - Colony Service: A son, Ricardino Nelson.

March 31

RAS, Agustin - T.S.D. - Lab. No. 1: A daughter, Greta Kvettina.

April 1

LOOPSTOK, Ciruelo - Mech. - Pipe: A daughter.

SERVICE AWARDS

30-Year Button

William L. Ewart Process Utilities

20-Year Buttons

George P. Hemstreet, Jr. Industrial Relations

Jacob Wervers Executive Office

Cristobal M. Sint Jago Marine Department

10-Year Buttons

Adolphus McDonald Colony Service Dept.

George S. Noel Colony Service Dept.

Charles A. Thomas Colony Service Dept.

Marcos Vingal Medical Department

Luis C. de Palm Accounting Department

Robert S. Scott Lago Police Dept.

Marcell B. Macow Mech. - Starchouse

Jorge S. Nava Mech. - Pipe

McKrian McLeod Mech. - Yard

Agustin M. Vrolijk Mech. - Garage

James H. Stanley Mech. - Carpenter

Robby R. Ranada Mech. - Administration

Clyde Fletcher Mech. - Garage & Transp.



THE LUCK OF THE DRAW paid off for these Lago employees late last month. Francisco Geerman (in the gateway), an Executive Office secretary, won the house before which he is standing and Seferino Zievinger (at the auto fender), of the Receiving and Shipping Department, won the car in the Aruba Lions Club lottery staged for the Lions' charities.

C. Violens of Lab. No. 1 won a console radio.

SEFERTE a favor de tres empleado di Lago luna pasá. Francisco Geerman (den portá), un secretario den Executive Office, a gana e cas di lanti di enal el ta pará y Seferino Zievinger (na humper di e auto), di Receiving & Shipping Department, a gana e auto den e rifa na beneficio di fondo caritativo di Aruba Lions Club. C. Violens di Lab. No. 1 a gana e radio.



TRANSFERRED to the Esso Petroleum Co. Ltd. at London, England, former Lago Marine Manager J. Andreae (second from right) is shown reading a scroll presented him at a 'farewell' reception in the Marine Club. Also in the picture are (left to right) W. L. Thomas, assistant marine manager, J. E. Stoveken, marine manager, O. Mingus, general manager and S. L. Easton, Marine Department Finance and Insurance Division head.

TRANSFERI pa Petroleum Co. Ltd. na Londres, Inglaterra, gerente anterior di marina na Lago J. Andreae (segunda di banda d'rech) ta munstrá lezando un scroll presentá da dje durante un banquete di despedida na Marine Club. Tambe ariba e retrato ta (roba pa d'rech) W. L. Thomas, sub-gerente di marina, J. E. Stoveken, gerente noho di marina, O. Mingus, gerente general y S. L. Easton, hefe di division di Aseguro y Financia di Marine Department.